BookletChart™

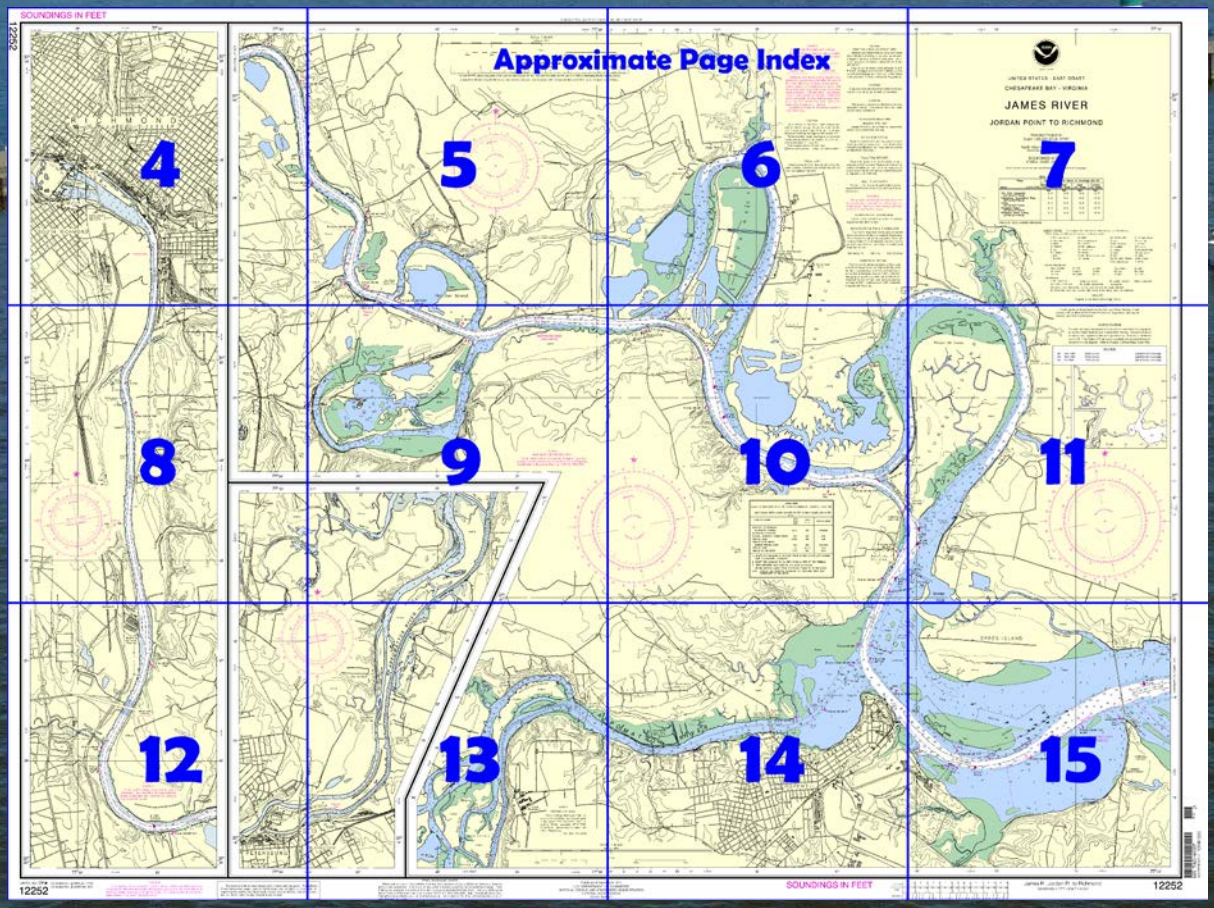
James River – Jordan Point to Richmond

NOAA Chart 12252

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

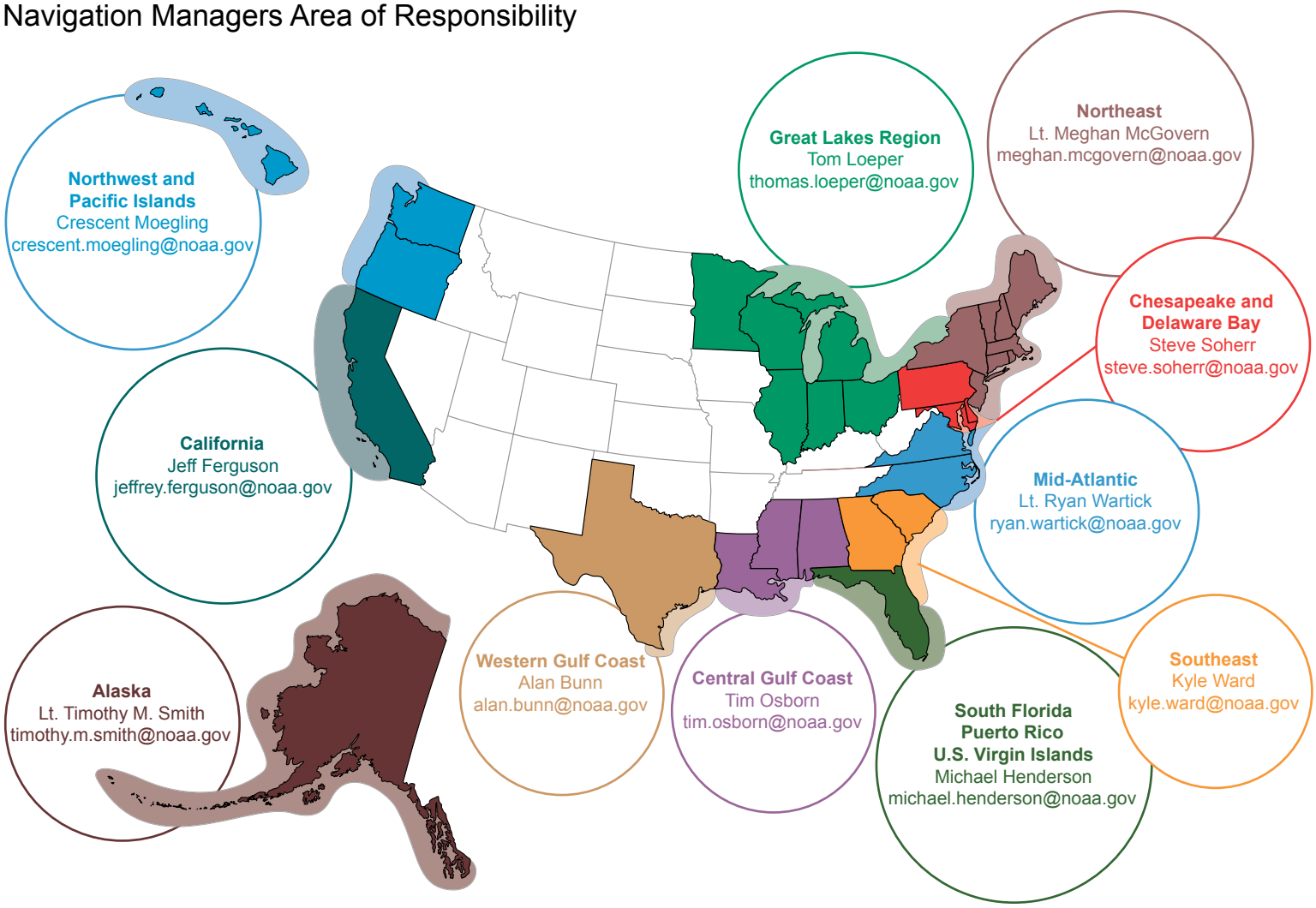
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12252.

(Selected Excerpts from Coast Pilot)
Hopewell, Mile 59W, is the site of several industries and the terminus of a branch railroad to Petersburg. Allied-Signal, Hopewell Plant Pier (37°18'28"N., 77°15'55"W.), about 0.8 mile southeastward of **City Point**, is 622 feet long with berthing on both north and south sides and has 25 feet reported alongside. The pier is used for receipt of phenol, sulphur, oleum, and fuel oil for plant consumption and shipment of dry bulk ammonium sulfate.
Regional Enterprises, Hopewell Wharf (37°18'46"N., 77°16'11"W.), has a 90-foot face with 300 feet of berthing space and 23 feet alongside. The wharf receives crude oil, petroleum products and fertilizer.
Tidewater Materials, Hopewell Concrete Plant Wharf (37°18'49"N., 77°16'16"W.) has a 400-foot face with 400 feet of berthing space and 10-18 feet alongside. The wharf receives sand and gravel.
Appomattox River, Mile 59.5W, leads to a small-boat harbor on the east side, about 7.5 miles above the entrance, and to the city of Petersburg, about 10 miles above the mouth. In 2008, the midchannel controlling depth was 5.9 feet to Daybeacon 14, thence 2 feet at midchannel to about 200 yards below the I–95 bridge. The channel through the flats at the mouth is marked by a buoy, lights, and daybeacons.
The highway bridge, 1.1 miles above the mouth of Appomattox River, has fixed spans with a clearance of 40 feet. The Hopewell City Marina, on the south side 0.2 mile west of the bridge, has a small-boat basin with depths of about 6 feet off the T-pier.
The railroad bridge, 2.4 miles above the mouth, has a swing span with a clearance of 10 feet. (See **117.1 through 117.59 and 117.995**, chapter 2, for drawbridge regulations.) An overhead power cable 0.8 mile above the bridge has a clearance of 113 feet.
A fixed highway bridge with a clearance of 40 feet is about 3.1 miles above the mouth.
At the small-boat harbor, 7.5 miles above the entrance of Appomattox River, some supplies and berths are available; gasoline and diesel fuel can be obtained by truck. Repairs can be made; marine railway to 100 feet.
The I–95 bridge, 8.0 miles above the mouth, has a fixed span with a clearance of 40 feet.
The channel in Appomattox River is blocked at Petersburg by a dam. A diversion channel joins the river below the dam with the river above the dam. Their lower junction is about 2.9 miles below the dam; the upper junction is immediately above the dam. An overhead power cable 0.2 mile below the dam has a clearance of 51 feet.
Petersburg, about 10 miles above the mouth of Appomattox River, is an important rail center. The bulkheads at the city are in poor condition. Fuel and supplies are not available at the waterfront, but all kinds of small-craft supplies may be obtained in the city.
Above its junction with Appomattox River, James River becomes narrow and winding. The bends are often referred to as the Curles of the River, and the 14-mile section from Hopewell to Wilton has been called The Corkscrew. There is no contemporary hydrography for the Curles of the James River, and severe shoaling has been reported. Mariners are advised to use extreme caution and local knowledge.
Turkey Island Bend, 2 miles north of Hopewell, has depths of 10 to 30 feet around its 6-mile length, but is seldom used except by pleasure boats because the main channel now leads northwestward through Turkey Island Cutoff; most of the landings along the bend are in ruins. In 2009, severe shoaling was reported throughout the bend; extreme caution is advised. The north and west sections of the bend afford excellent anchorages, because the river current has been greatly diminished by the cutoff and winds from any direction have little effect; the bottom is mostly soft mud.
Turkey Island Cutoff, Mile 61, is 1 mile long and well marked by lights.
Jones Neck Cutoff, Mile 64, extends about 1 mile northward and westward; the cutoff is well marked by lights. The old river bend around **Jones Neck** has depths of 13 to 44 feet along its 4.5-mile length, but is now little used; most of the landings are in ruins. In 2009, extreme shoaling was reported throughout the river bend; extreme caution is advised.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

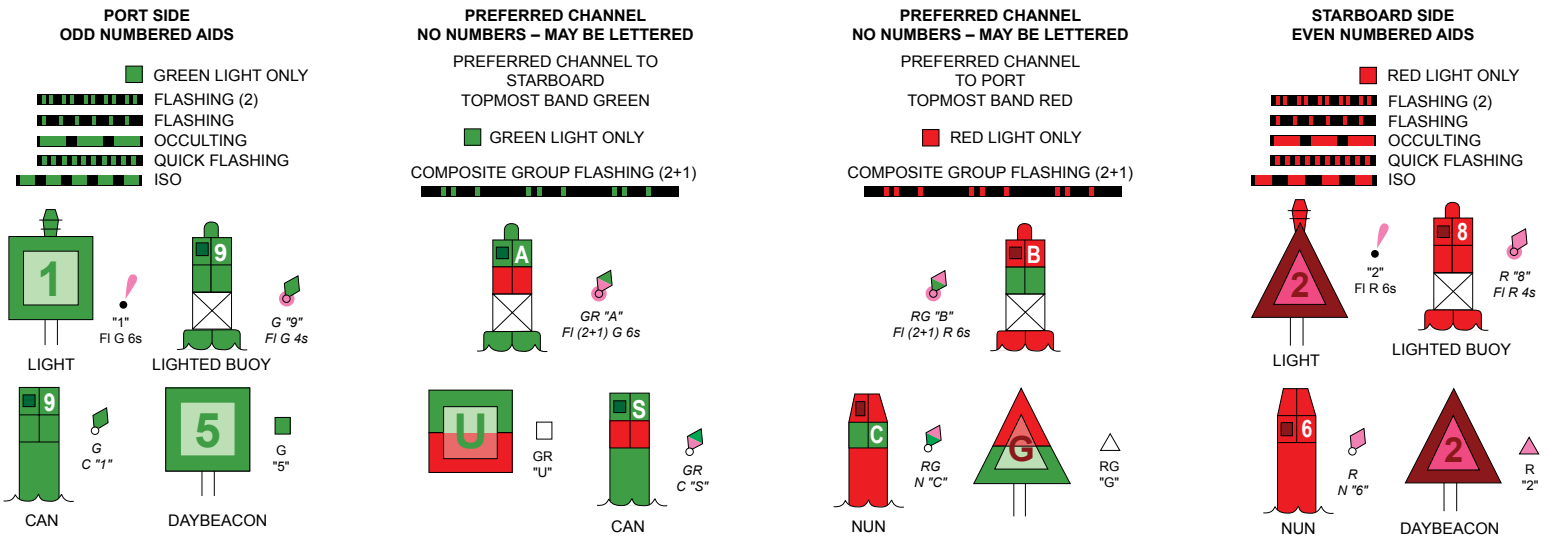


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

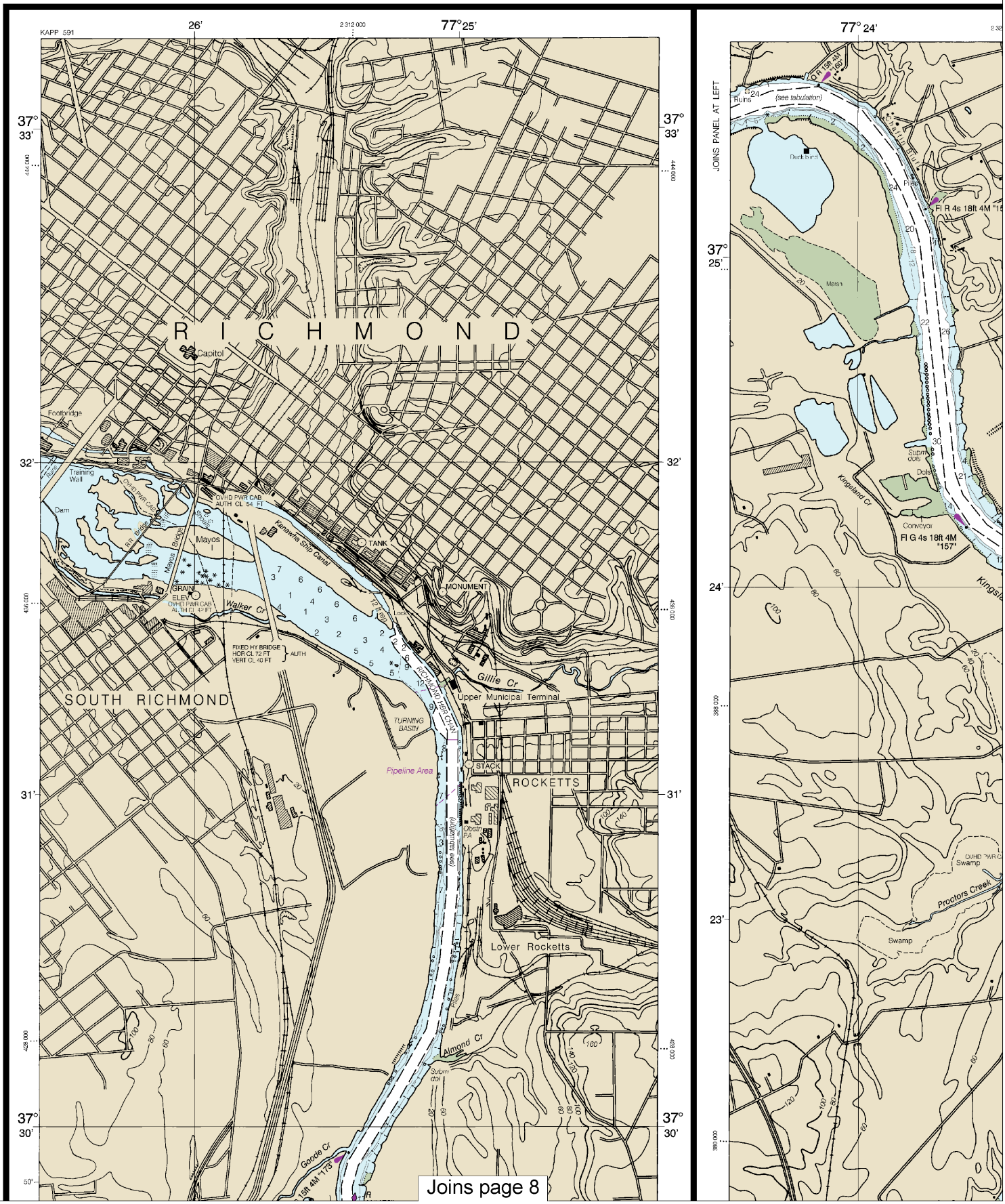
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FEET



Joins page 8

4

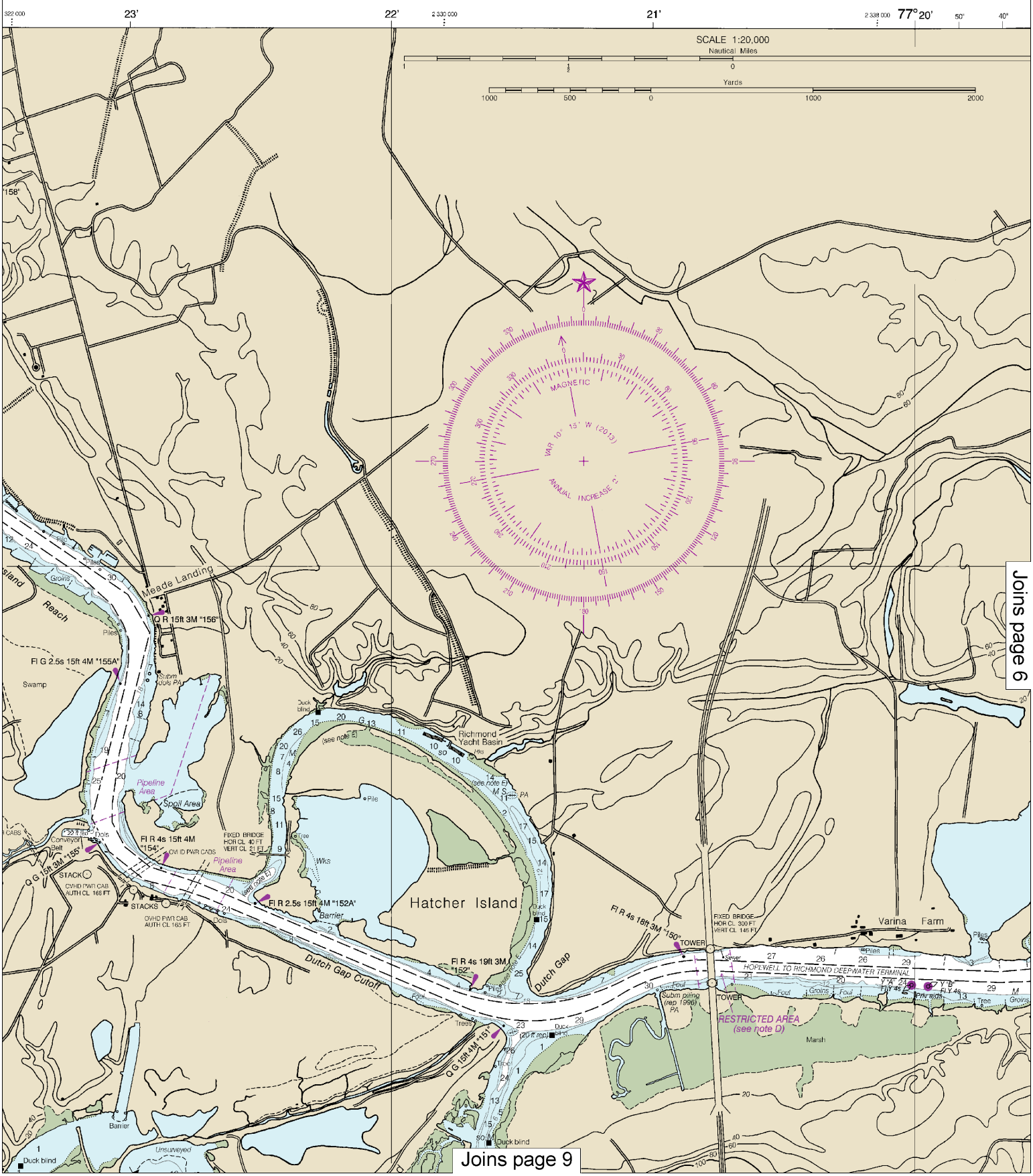
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly NOS 12251B, C&GS 531, 1st Combined Ed., May 1956 G-1947-817 KAPP 590

Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

16' 15' 14' 77°13'

2 382 000 2 370 000

CAUTION

H TRAP AREAS AND STRUCTURES

arned that numerous uncharted duck blinds and some submerged, may exist in the fish trap areas. not charted unless known to be permanent. assure clear passage to and through dredged and and to established landings, are prescribed by the in the Code of Federal Regulations. of fish trap areas have been established in some mits are shown thus: ——— — ——— — limits have not been prescribed, the location of restricted only by the regulations.

CAUTION

s shown by broken lines are particularly at the edges.

CAUTION

anges or defects in aids to indicated on this chart. See iners.

OORDINATE GRID

on NAD 1927)

d, South Zone, is indicated by foot intervals.

REFLECTORS

have been placed on many vigation. Individual radar ion on these aids has been hart.

TION REPORTS

of oil and hazardous sub- ional Response Center via l free), or to the nearest U.S. if telephone communication R 153).

O NAVIGATION

oast Guard Light List for nation concerning aids to

ARNING

riner will not rely solely on avigation, particularly on U.S. Coast Guard Light List t for details.

NTAL INFORMATION

oast Pilot 3 for important rmation.

R RADIO BROADCASTS

ather Radio station listed tinuous weather broadcasts. nge is typically 20 to 40 the antenna site, but can be autical miles for stations at

WXK-65 162.475 MHz

NTAL DATUM

erence datum of this chart um of 1983 (NAD 83), which s is considered equivalent c System 1984 (WGS 84). ons referred to the North 1927 must be corrected an thward and 1.097' eastward art.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CHESAPEAKE BAY - VIRGINIA

JAMES RIVER

JORDAN POINT TO RICHMOND

Mercator Projection
Scale 1:20,000 at Lat. 37°23'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
City Point	(37°19'N/77°19'W)	2.8	2.5	0.1
Richmond River Locks	(37°32'N/77°25'W)	3.7	3.4	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tida current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

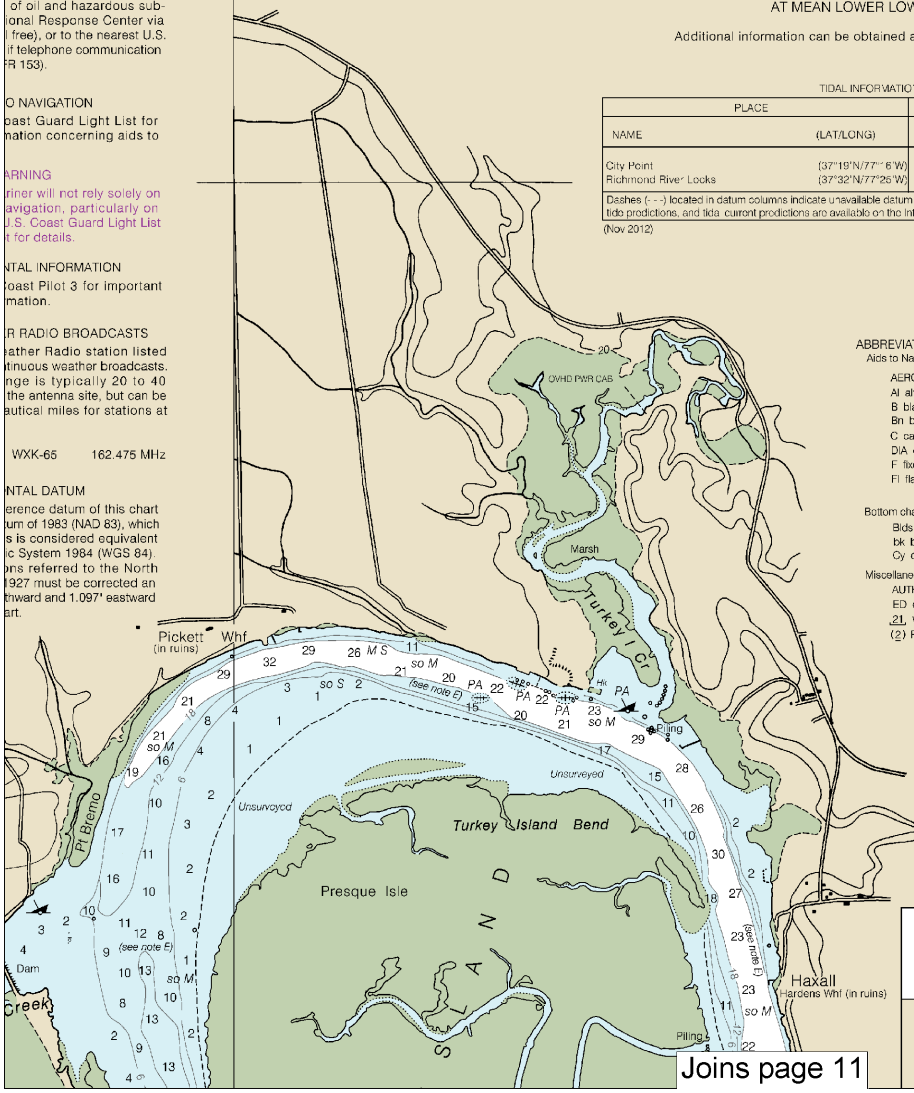
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

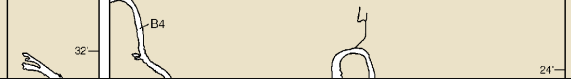
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



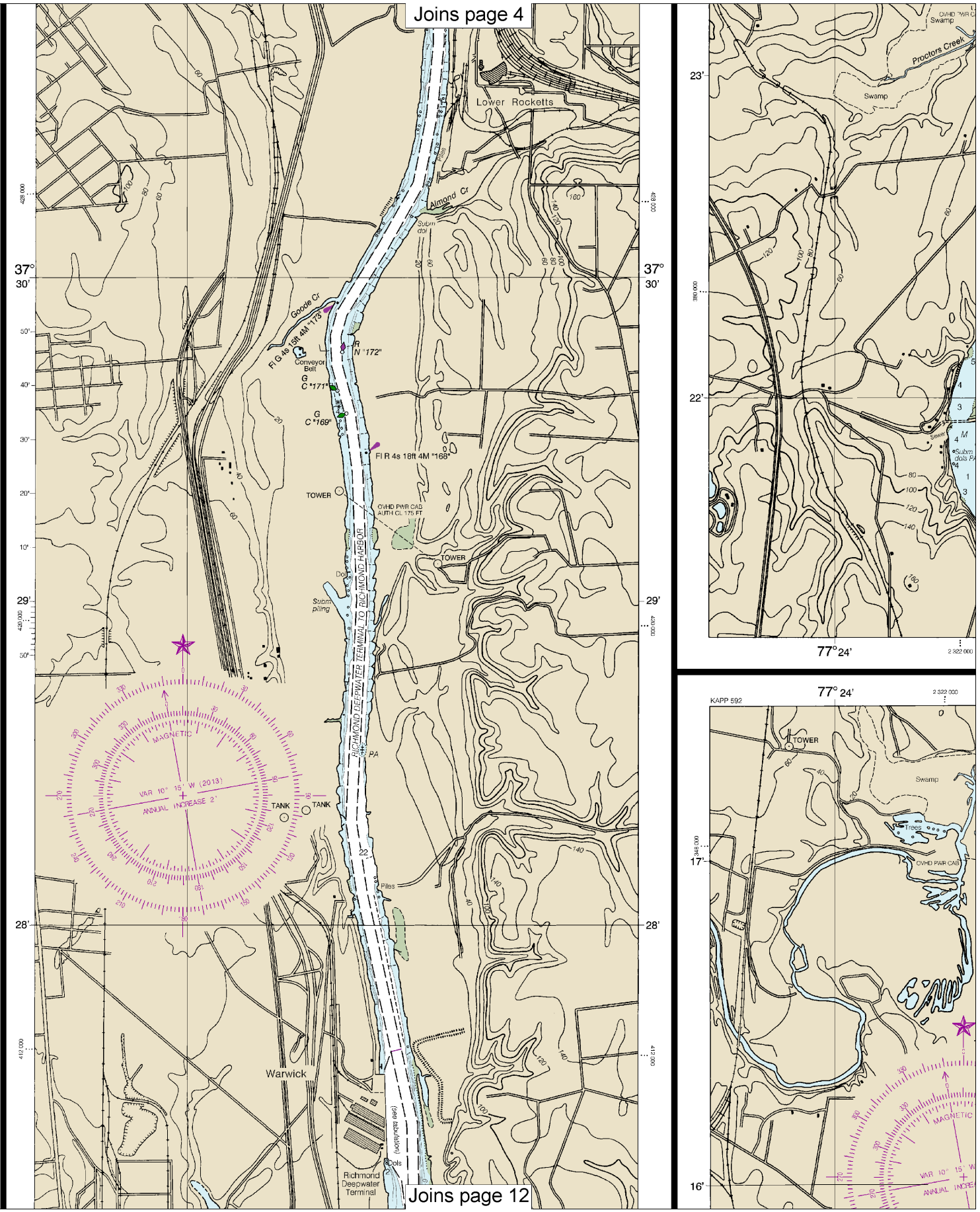
Joins page 11



37° 25'
23'
24'
359 000
358 000
360 000

hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 9/25/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



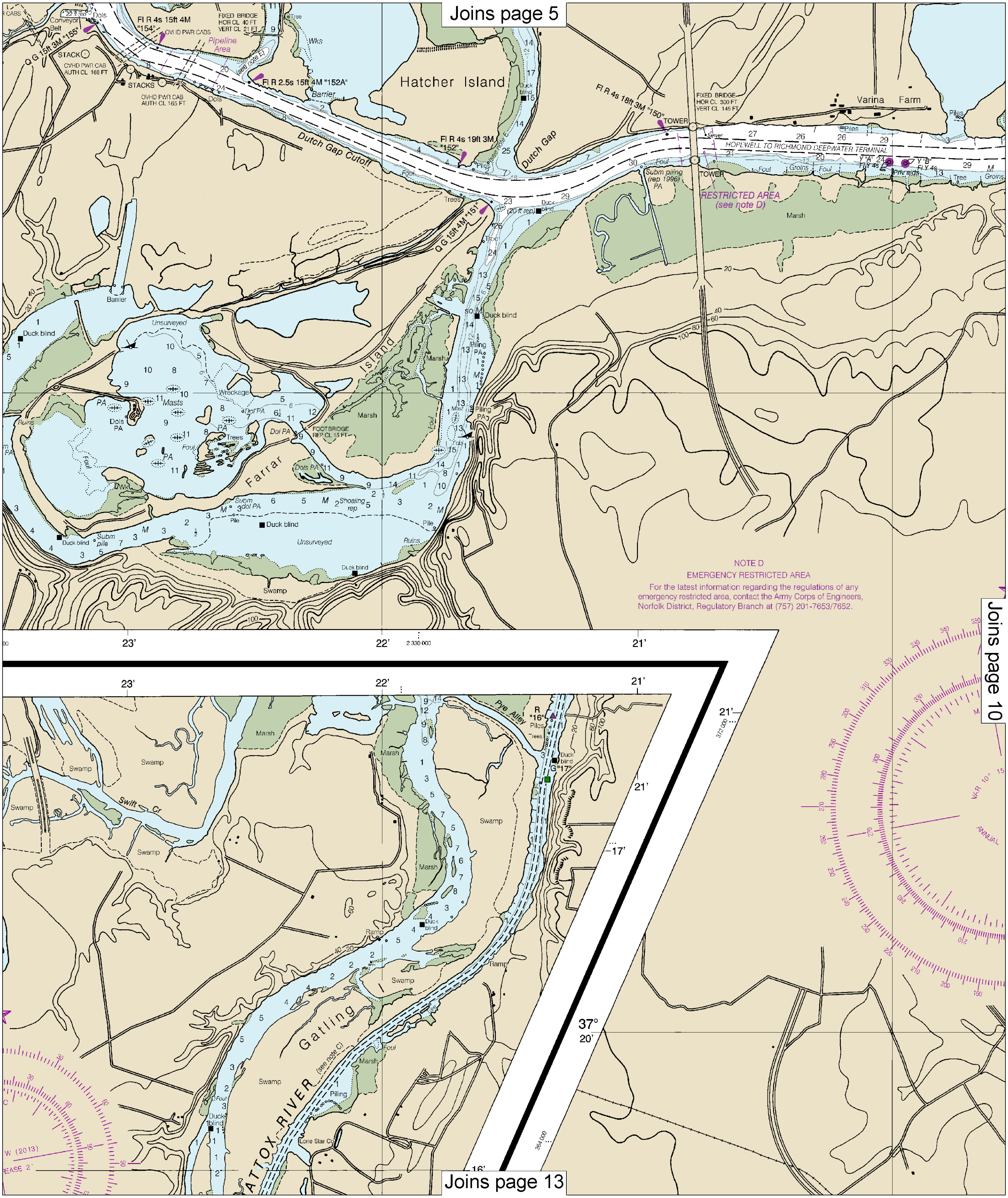
8

Note: Chart grid lines are aligned with true north.

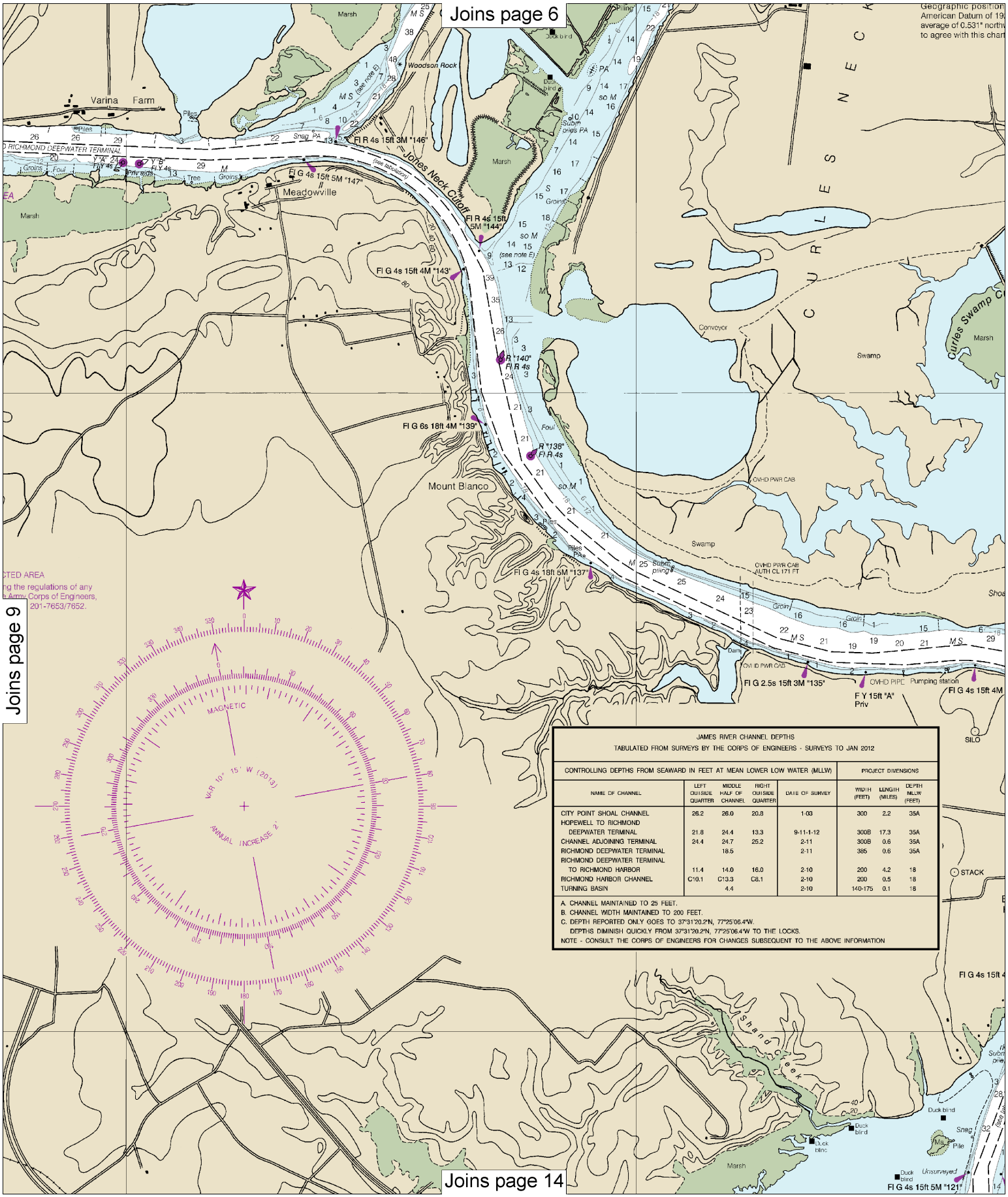
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500



Joins page 5
Joins page 10
Joins page 13
Hatcher Island
Dutch Gap Cutoff
Dutch Gap
Farrar Island
Varina Farm
HOPEWELL TO RICHMOND DEEPWATER TERMINAL
FIXED BRIDGE HOR CL 40 FT VERT CL 21 FT
FIXED BRIDGE HOR CL 300 FT VERT CL 145 FT
FOOTBRIDGE REP CL 15 FT
OVHD PWR CAB AUTH CL 165 FT
OVHD PWR CABS
Pipeline Area
(see note E)
Fl R 4s 15ft 4M "154"
Fl R 2.5s 15ft 4M "152A"
Fl R 4s 19ft 3M "152"
Fl R 4s 18ft 3M "150"
Q G 15ft 3M "155"
Q G 15ft 4M "151"
STACK
STACKS
TOWER
Conveyor Belt
Duck blind
Marsh
Swamp
Unsurveyed
Wreckage
Masts
Subm piling (rep 1996) PA
Shoaling rep
Swift Cr
Pye Alley
Gatling
APPOMATTOX RIVER (see note C)
Lone Star Co
Ramp
Piling
RESTRICTED AREA (see note D)
NOTE D
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.
23'
22'
21'
17'
16'
37° 20'



JAMES RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
CITY POINT SHOAL CHANNEL	26.2	26.0	20.8	1-03	300	2.2	35A
HOPEWELL TO RICHMOND DEEPWATER TERMINAL	21.8	24.4	13.3	9-11-1-12	300B	17.3	35A
CHANNEL ADJOINING TERMINAL	24.4	24.7	25.2	2-11	300B	0.6	35A
RICHMOND DEEPWATER TERMINAL		18.5		2-11	385	0.6	35A
RICHMOND DEEPWATER TERMINAL TO RICHMOND HARBOR	11.4	14.0	16.0	2-10	200	4.2	18
RICHMOND HARBOR CHANNEL	C10.1	C13.3	C8.1	2-10	200	0.5	18
TURNING BASIN		4.4		2-10	140-175	0.1	18

A. CHANNEL MAINTAINED TO 25 FEET.
B. CHANNEL WIDTH MAINTAINED TO 200 FEET.
C. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N, 77°25'06.4"W.
DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N, 77°25'06.4"W TO THE LOCKS.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Note: Chart grid lines are aligned with true north.

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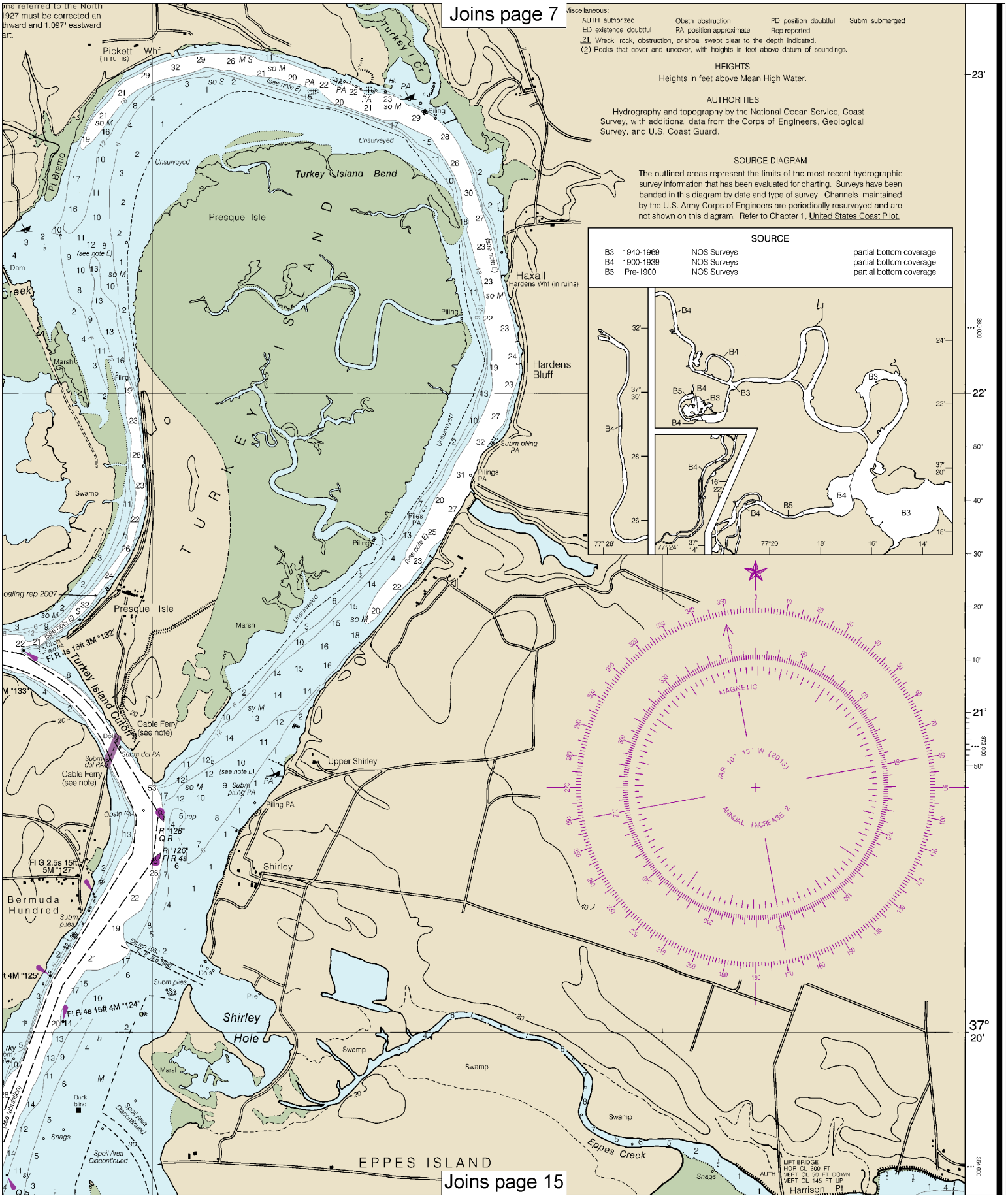
Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
Miscellaneous:
AUTH authorized
Obstn obstruction
PD position doubtful
Subm submerged
ED existence doubtful
PA position approximate
Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
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Heights in feet above Mean High Water.
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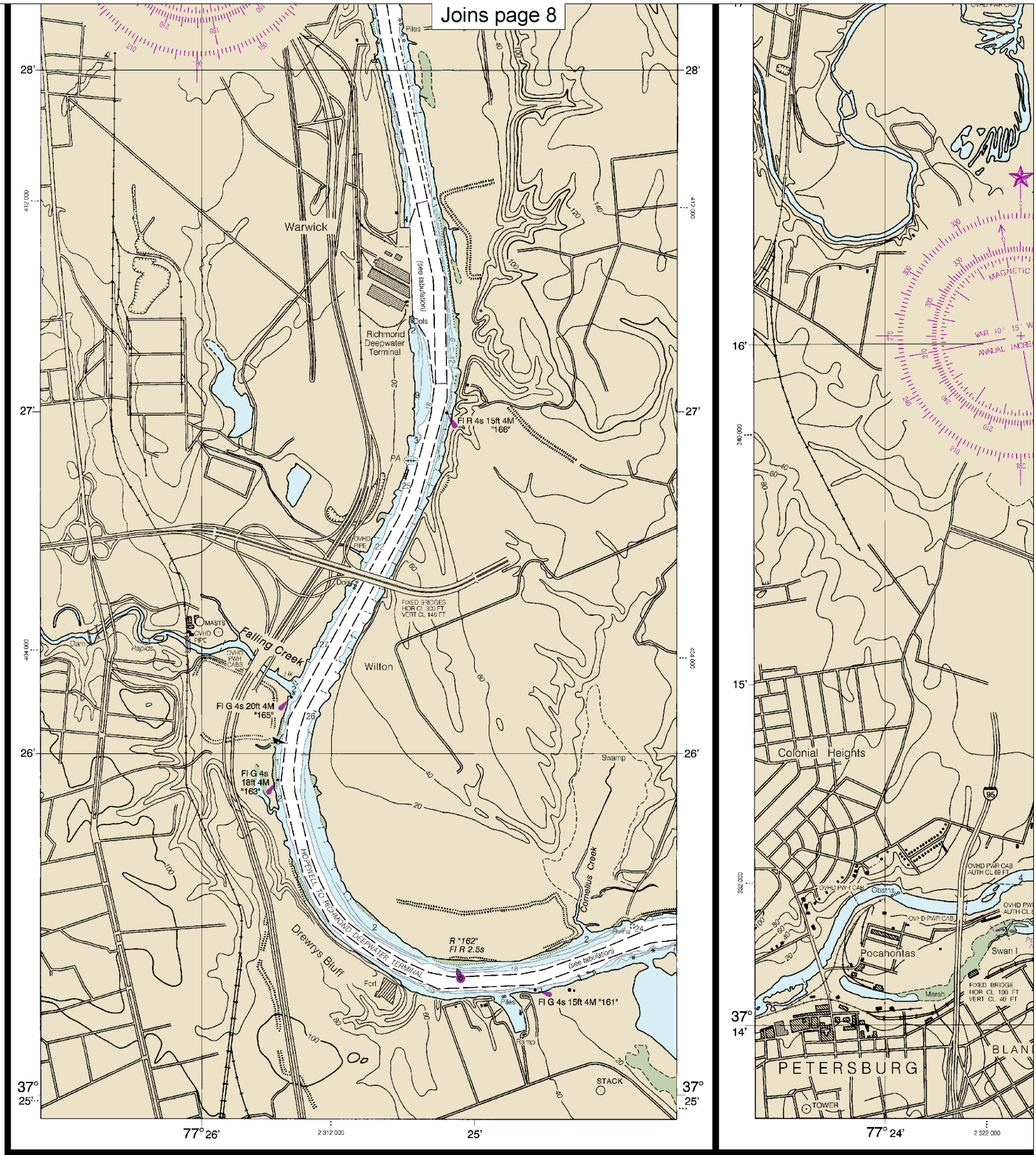
SOURCE
B3 1940-1969 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage
Pickett Whf (in ruins)
Turkey I Cr
Pt Breno
Turkey Island Bend
Presque Isle
TURKEY ISLAND
Haxall
Hardens Whf (in ruins)
Hardens Bluff
Dam
Creek
Marsh
Swamp
Presque Isle
Turkey Island Cutoff
Cable Ferry (see note)
Upper Shirley
Shirley
Bermuda Hundred
Shirley Hole
Swamp
Marsh
Eppes Creek
EPPES ISLAND
Spoil Area Discontinued
Snags
Harrison Pt
LIFT BRIDGE
HOR CL 300 FT
VERT CL 50 FT DOWN
VERT CL 145 FT UP
AUTH
MAGNETIC
VAR 10° 15' W (2013)
ANNUAL INCREASE 2'
Joins page 15
23'
22'
21'
20'
10'
37° 20'
50'
40'
30'



25th Ed., Jan. 2013

12252

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 9/25/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

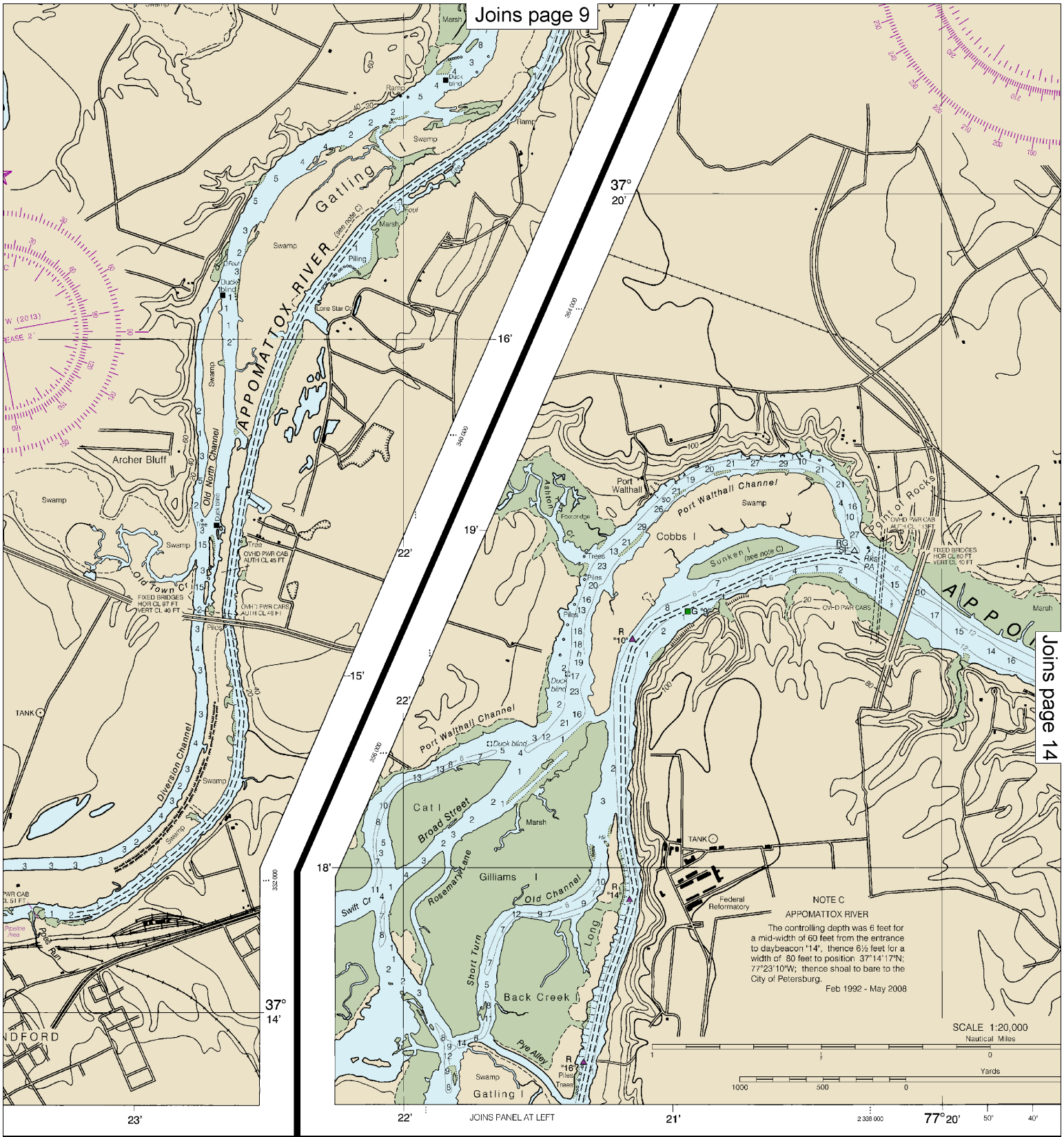
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10

CHMOND DEEPWATER TERMINAL							
TO RICHMOND HARBOR	11.4	14.0	16.0	2-10	200	4.2	18
RICHMOND HARBOR CHANNEL	C10.1	C13.3	C8.1	2-10	200	0.5	18
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Joins page 13

NOTE C
MATTOX RIVER
ling depth was 6 feet for
0 feet from the entrance
4", thence 6½ feet for a
to position 37°14'17"N;
nce shoal to bare to the
rg.
Feb 1992 - May 2008

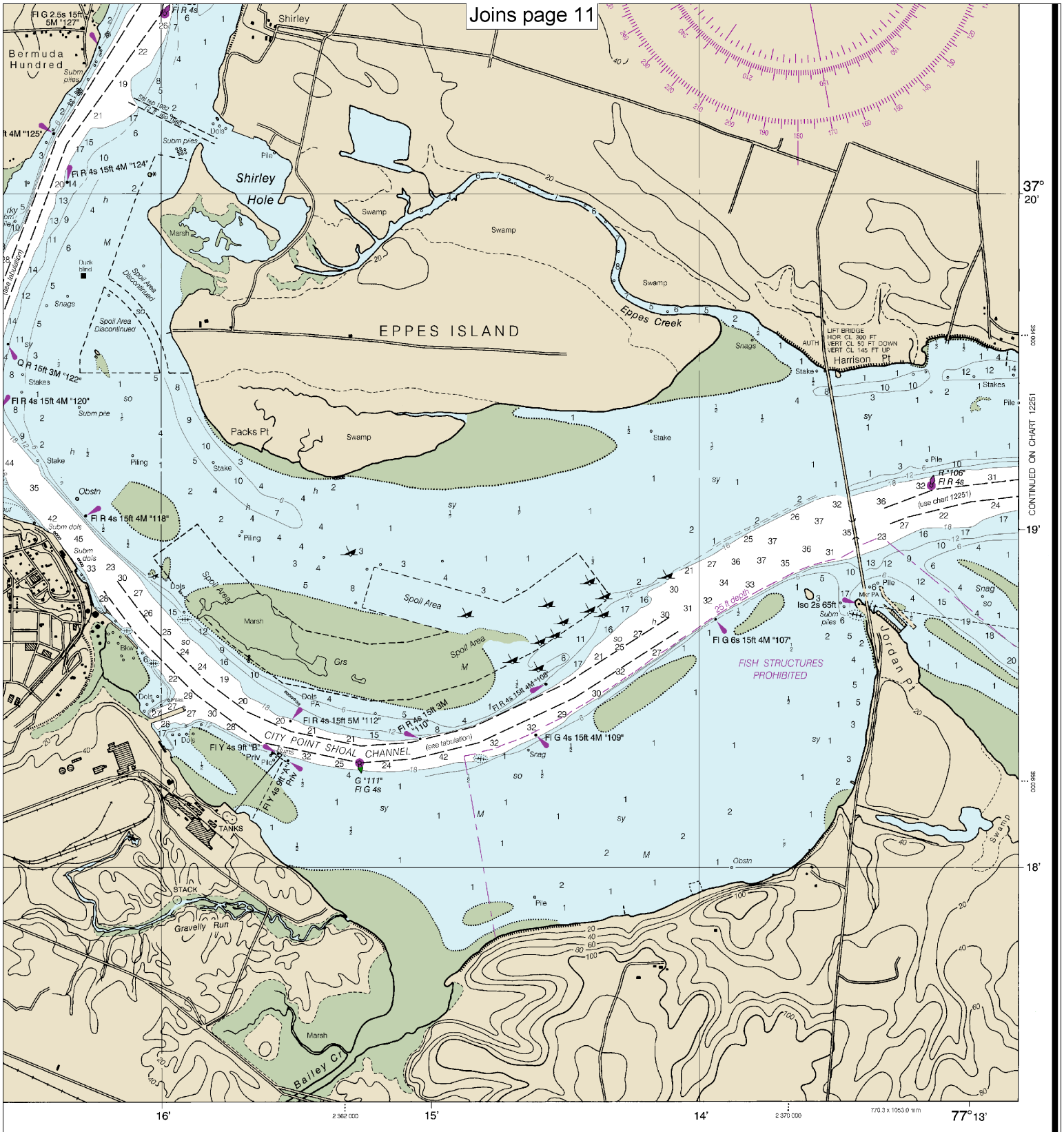
SCALE 1:20,000
Nautical Miles
Yards

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.
Nautical Miles
Yards



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

James R., Jordan Pt. to Richmond

SOUNDINGS IN FEET - SCALE 1:20,000

12252

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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